

# CIVIL AIR PATROL

## North Carolina Wing

### Mission Check Pilot Standardization

The goal of this paper is to produce an outline/checklist for NC Wing, CAP Mission Checkpilots to better provide mission pilots with detailed information about today's complex SAR environment. The primary objective is to enhance a key safety item which is Crew Resource Management. This will require a more thorough understanding of the CAP Form 91 and a different emphasis on pilot proficiency and judgment.

The definition/objective of each CAP Form 5 checkride and a CAP Form 91 checkride is as follows.

CAP Form 5 ride is one which determines the pilot's proficiency skills, systems knowledge, emergency procedures, CAP communications and overall airmanship.

CAP Form 91 ride is one which determines whether or not a pilot can use his acquired skills to perform SAR missions safely, use the crew concept to maximize individual responsibility and have a thorough understanding of the administrative requirements of SAR. Basically, can the mission pilot use good judgment to fly the mission.

Crew Resource Management is the most important function our SAR crews can have today. As the aircraft commander, the mission pilot is responsible for the crew, aircraft, and the overall success of the mission.

The mission pilot briefs crew members on the nature of the mission and individual crew member responsibilities for the mission.

Upon completion of the mission, complete all required debriefings and administrative tasks as directed by the mission coordinator and CAP regulations.

A CAP mission pilot checkpilot checklist can be used to ensure the proper training has been accomplished IAW all CAP regulations.

The list must be short, simplified and not take an inordinate amount of time to complete.

It must be self-explanatory and not detract from the primary objective of producing the most qualified mission pilots NC Wing has to offer.

With these requirements in mind, the checklist will improve checkride performance and allow the checkpilot the latitude necessary to ensure a mission pilot has been checked out.

A checklist example is attached to this manual.

## MISSION CHECKPILOT OUTLINE

FOR

### ADMINISTRATION OF MISSION PILOT CHECKRIDES

The primary purpose of this checklist is to further define what is required of the applicant to become a mission pilot. This is to be used as an additional tool in conjunction with CAP 60-1 and the CAP Form 91. CAP 60-1, attachment A8-1, Administration of CAP Form 91 Mission Flight Check's should be used. The CAP form 91 ride should be as if the pilot were to be launched on an actual mission. The actual CAP form 104 should be filled out. An FRO can be used as the releasing official and/or as the simulated mission coordinator.

#### Oral Discussion:

Ensure the pilot knows which forms are required in his mission kit. Additionally, he must carry a CAP Form 9 release. Pilots should have one in his possession at all times while on a mission.

Air to ground signals: Pilots must demonstrate some to the satisfaction of the checkpilot. If this cannot be done, the pilot should have a readily available copy of them.

#### Preflight Planning

Observer briefing: This is actually the crew briefing. It is of the utmost importance that the individual responsibilities be determined. The checkpilot should listen to a briefing the pilot will give.

Ground team coordination: If the checkpilot has not briefed the mission, the pilot should ask which ground teams will be in the area, to include call signs, etc.

#### Mission Flight Maneuvers

All maneuvers should be graded using FAA Commercial PTS standards. The demanding nature of out mission also requires more demands of the pilot.

This manual is designed to standardize and further define some key points about mission pilot checkrides. The attached checklist is only a more detailed review of the CAPR 91 requirements for mission pilots

Mission Pilot: Pilots the assigned aircraft on CAP operational missions and is the aircraft commander.

- A. Maintains skill and proficiency in all aspects of operational mission flight operations.
- B. Flies missions as briefed.
- C. Accomplished assigned tasks and completes reports of completed assignments.
- D. Supervises assigned aircrew members.

Preparation: Mission checkrides should be comprehensive and demanding. We realize that the mission pilot is volunteering his time to CAP and should therefore be given the appropriate respect. But in turn, they expect that we give them the training and checkride that will test their abilities to perform their mission as safely and effectively as possible. Therefore, the attached checklist is designed to give a brief outline of some of the highlighted requirements of the checkride. It is to be used in conjunction with the CAPR 91 and is NOT a substitute for the CAP Form 91. In this section, you will find the expanded version of the checklist to clarify some of the procedures.

Qualifications for CAP Mission Pilots:

This is presented now as a review for checkpilots. It is important to note those qualifications for new CAP pilots wanting to get checked out. The emphasis is on time. He should not be signed off to take the checkride unless he has met all the requirements for training. When we provide training, new or refresher, we should review all the requirements for ourselves. Always stay up to date with the latest information.

In addition to meeting all the requirements of 60-1, all mission pilots must now be qualified mission scanners under the new 60-3 regulations.

Current regulations require that all Mission Check Pilots:

1. Be highly experienced and qualified
2. Have a thorough knowledge of CAP mission flight operations
3. Have a minimum of 25 mission sorties
4. Receive a special CAPF 91, Mission Pilot Checkout form a Wing Designated Check Pilot.
5. Have successfully completed a National Standardization Check Pilot Course

## Mission Pilot Checklist

A: Pilot wears the appropriate CAP flight uniform. The pilot must wear the appropriate flight or the flight must be terminated.

B: Pilot presents the following items: Keep in mind that these requirements are all IAW CAPR 60-1

1. Copies of partially completed Form 91. Anything that can be filled out prior to the checkride should be filled out.
2. Current CAP membership card.
3. CAP radio operators permit.
4. FAA pilot certificate
5. Current FAA medical certificate
6. Endorsement verifying MP training. The evidence should be in the form of the new 60-3 101T for initial training. The qualified mission pilot signing the 101T card is responsible for the training accomplished and verification IAW 60-3.
7. Mission pilot mission flight kit.
  1. Current VER/IFR charts
  2. Gridded charts
  3. CAPF's 9, 104, 108
  4. Plotter and flight computer
  5. Local road maps or NC TOPO map
  6. Survival Kit

Due to the nature of our missions, pilots should carry a survival kit complete with equipment to survive for at least 48 hours.

These are required items which must be carried during all missions, practice or actual.

### Preflight Briefing:

Check pilot briefs simulated mission objective. The checkpilot will give a simulated mission brief to the mission pilot. This will provide background information for the mission pilot to prepare a thorough CAPF 104 plan to fly and identify the objective or target.

Complete the CAPR 104. This is an emphasis item to ensure the mission pilot knows how to fill the form out. It is also designed to better use our resources. Frequently pilots do not use all the available information for their missions and this will encourage them to use the form as a type of mission checklist and flight plan.

Mission pilots must get released from FRO for checkride

Mission pilot must brief checkpilot as a crewmember. Required information must be communicated between crewmembers. We have to train as we are to fly. By being as thorough as possible for the checkride, we are able to emphasize the importance of the crew concept and the most efficient use of all out resources.

### Complete Checkride

Take notes: The checkpilot should take notes of the flight in order to give a better debrief. Good checkpilots will not commit everything to memory. Also, as a technique, you will simulate some to the duties of the observer like takings messages, keeping a written record of locations and times, making radio check-ins, etc.

Complete the required paperwork: Debrief remaining portion of the CAPF 104. This is to emphasize the importance of passing all information to other aircrews and the mission coordinator. This will provide an accurate assessment of the search. Sometimes these bits and pieces of information can be useful.

Complete the CAPF 108: This should be done as a refresher to help close the mission as soon as possible. Also, if pilots fail to complete the form it will take longer to get reimbursement for their expenses.

Thoroughly Debrief: Debrief the pilot on all the notes you took. Accurate feedback is important as a learning tool

Conclusion: Becoming a mission pilot entails a lot of new concepts. A mission pilot is given more responsibility and is expected to live up to higher standards. As the aircraft commander, he is responsible for more than just the aircraft. He is responsible for the entire mission and crew safety.

## MISSION CHECKPILOT CHECKLIST

1. Pilot wears the appropriate CAP flight uniform
2. Pilot presents following items:
  - a. Copies of partially completed CAPF 91
  - b. Current CAP membership card
  - c. CAP radio operators card
  - d. FAA pilot certificate
  - e. Current FAA medical
  - f. Endorsement verifying mission pilot training, 101T card
  - g. Mission pilot mission kit
    1. Current VFR/IFR charts
    2. Gridded Charts
    3. CAPFs 9,104,108
    4. Flight computer and plotter
    5. Local road maps or NC TOPO charts
  - h. Survival Kit
3. Preflight Brief
  - a. CP briefs simulated mission objective
  - b. Complete CAPF 104
  - c. MP must get release from FRO for checkride
  - d. MP must brief checkpilot as crewmember
  - e. Complete oral review of items on CAPF 91
4. Complete required paperwork
  - a. Debrief remaining portion of CAPF 104
  - b. Complete form 108
  - c. Thoroughly debrief mission pilot
  - d. Complete CAPR 91